

EXCLUSION OF COLOMBIA

Alleged New Phase of the Hay-Panuefote Arrangement.

The Central American Republic Said to Have Been Purposely Ignored in Making Treaties for the Isthmian Waterways—Charge of a Deliberate Attempt to Avoid the Panama Canal Route—A Senator Makes Accusations Against the State Department and Offers a Resolution, Which Is Adopted, Calling Upon the President for Information.

A new phase of the attitude of the Administration in the Isthmian canal question was developed during the executive session of the Senate today. Several Senators have raised an objection to the adoption of the waterway measure unless a treaty is concluded with Colombia, placing that Government on an equal footing with Nicaragua and Costa Rica, with whom the United States has entered into negotiations regarding a proposed inter-oceanic canal.

An investigation, it is said, brought to light the fact that long before the report of the Walker Commission was made public, the State Department had secured an agreement with Nicaragua by means of which the United States obtained the sole right to construct a canal through the Republic. That the Panama route was never given any consideration is shown by the developments, that while negotiations were completed with Nicaragua and opened with Costa Rica, Colombia was absolutely ignored, even though an unbiased Commission might have reported in favor of the Panama route.

It is said to be further shown that the Walker Commission was instructed before-hand by the President to report absolutely in favor of the Nicaragua route, since terms had been completed with that Government and the canal promised before a survey of both routes was made.

The idea had been, according to a prominent Senator, to have the original Hay-Panuefote Treaty adopted and to have the United States and Great Britain assume joint charge of the waterway, thus shutting out France and the Panama scheme.

When the Senate went into executive session today, a Senator offered a resolution directing the President to forward to the Senate all papers and information in his possession regarding any past or proposed treaties between this Government and the Government of Colombia. He asked for its immediate consideration, and when this was opposed by Mr. Lodge, he declared that he had discovered that Colombia was purposely ignored by the State Department and that, in order to secure a good thing for Great Britain, diplomatic relations with Colombia had been purposely cut off. He demanded that right should be done and said he saw nothing American in ill-treating a little sister Republic so that we might today to a big kingdom.

He then made a statement of just what he believed, asking why, if negotiations had been entered into with Costa Rica and Nicaragua, none had been entered into with Colombia? He had been assured, he said, that there never had been any treaty secured with Colombia regarding the canal, but he wanted his resolution adopted just to show he was right.

He then argued that, while the report of the Walker Commission plainly stated that the Panama Canal could be completed before the Nicaragua Canal could be begun, the State Department had carefully protected the rights of the United States with regard to Costa Rica and Nicaragua, but had done nothing as far as Colombia was concerned.

He then announced that he had been informed that a plan was on foot whereby certain European Governments were to take the Panama Canal and complete it before the United States had fairly started work on the Nicaragua waterway. He stated that there seemed to be a scheme on foot, aided and abetted by the State Department, to defeat the purposes aimed at by the supporters of the all-American canal. The very fact that American rights are not in the least protected, he said, showed plainly that there was an African in the woodpile and he intended to dislodge the colored man.

He read a despatch from Panama in which Senor Martinez Silva, the Colombian Minister of Foreign Affairs, stated that the Colombian Government was hastening the opening of the Panama Canal and that the action of the United States in ignoring his Government would prove to be a boomerang. The message stated that the canal could be completed by 1906 and would be open to all nations.

Mr. Hay, the Senator said, was not willing to enter into negotiations with Colombia, for reasons of his own, but all Americans wanted the truth in the case. Mr. Lodge made a brief reply, in which he stated that the treaty between the United States and Colombia, made in 1846, was still in force, but could be abrogated by either Government in twelve hours. This treaty, he said, gives the United States no right to transport troops, munitions of war or mails through the canal to be constructed over the Panama route and the Panama Canal Company is vested with the right to enforce the treaty.

After some discussion the resolution calling for the papers and information concerning Colombia was adopted.

FOR AN AMERICAN CANAL.

The Senate Committee Presents a Further Report.

Mr. Morgan, from the Committee on Inter-Oceanic Canals, today presented to the Senate a further report from that body on the proposed Isthmian waterway. The report favors the Nicaragua route and repeats in detail all that has been said before.

A declaration is made for an American canal as a national necessity.

The River and Harbor Bill. Chairman Burton, of the Rivers and Harbors Committee, said this morning that it would be impossible to complete the River and Harbor Appropriation bill in time to report to the House before the holiday recess.

Baltimore's India Pale Ale is the perfection of a brew—pure, smooth, gently invigorating.

A COLOMBIAN AGENT COMING.

Proposition to Retain Sovereignty Over Canal Territory.

COLON, Colombia, Dec. 18.—Bogota advises state that an agent of the Colombian Government will proceed to Washington immediately to treat with the United States for the transfer of the canal concession on the basis of equal rights for the world's shipping.

Colombia proposes to retain sovereignty over the canal territory.

The British cruiser Pheasant has arrived at Panama.

Secretary Hay stated today that he had no knowledge of any agent of the Colombian Government coming to Washington to treat in regard to any canal matter. The opinion was expressed at the State Department that the present discussion of the pending treaty had inspired the despatch in the hope that, should the Nicaragua bill fail, the Panama route may be adopted.

HAY TO RETIRE IN MARCH

Said to Have Reached an Understanding With Mr. McKinley.

His Return to London as Ambassador Choate's Successor Possible.

In official circles the statement is made today that an understanding has been reached whereby Secretary Hay will retire from the Cabinet with the beginning of President McKinley's second term. His status now is that he has not resigned and that he has tendered his resignation to take effect on a certain day, but it is asserted in well-informed circles that he has offered to do so, with the result that an agreement has been reached whereby he will quickly vacate the office on March 4.

Just what the political future of Mr. Hay may turn out to be has not thus far been ascertained, but it is understood that the fact that Ambassador Choate, it is understood, has signified his intention to relinquish his post on account of the death of his wife, the quinquages point to the possibility of Mr. Hay being again sent to the Court of St. James, where he is supposed to be persona gratissima. At any rate, this unforeseen concatenation of circumstances has opened up new vistas of more or less interesting surmises.

With this fact known speculation as to who his successor will be has already begun. In this connection it is said that Dr. Hill, the Assistant Secretary of State, is perhaps as well qualified to fill the office as any man whom the President could name. Being well known in diplomatic work by experience and possessing a full knowledge of the recent developments of international affairs, against him, however, the objection is made that he comes from New York and that State is already represented in the Cabinet by the Secretary of War, while Ohio and Indiana are not. Again, it is argued that the elevation of Secretary Hill would not accomplish any political good in the sense that it would be generally regarded as a politician.

The name of Representative Hitt of Illinois has also been suggested. He is chairman of the House Committee on Foreign Affairs and consequently in a position to be well informed as to all matters with which the State Department has to deal. He has recently announced his candidacy for the Senate to succeed Senator Culbuck, but this is generally regarded as a bluff. Mr. Hitt is accredited with being a crafty politician, and it is believed that he has done this to throw his strength in the end to Culbuck whose re-election the President is said to favor as against the selection of a member who would be made Secretary of State. If the President really desires the return of Senator Culbuck, the aid which Hitt would give him would be recognized, and he might be made Secretary of State. Mr. Hitt, however, is not in the habit of making such promises, and his appointment would give Hill no two members in the Cabinet.

Another probable outcome of the retirement of Mr. Hay is Secretary Root. Secretary Root would be transferred from the War to the State Department and that the Secretary of War would be made Secretary of War. A similar thing was done in President Cleveland's Cabinet when Attorney General Olney was made Secretary of State and the Secretary of War was made Secretary of War.

Secretary Hay is said to have been recently annoyed by the attacks made upon him by the press. He has been made to feel that there is an undercurrent at work to carry him out of office. However, the most cordial relations exist between him and the President and it is said that it is between them alone that the agreement has been reached that the Secretary is to retire with Attorney General Griggs at or about the beginning of the new Administration.

THE SENATE ROUTINE.

Petition Presented From Porto Ricans Relative to Franchises.

In the Senate, before it went into executive session, at 12:30 o'clock, Senator Foraker presented a petition signed by about 100 of the most prominent officials of Porto Rico, asking Congress to change the provisions of the act approved May 1, 1900, to the effect that all franchises, privileges, or concessions granted subject to the amendment of Congress, should be subject to the amendment of Congress. The petitioners state that such a condition tends to keep capital from the States to person or enterprise which invest money in a franchise which might be substantially altered or totally repealed, after it had been granted and money expended thereunder. The petition was referred to the Committee on Pacific Islands and Porto Rico.

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A supplementary report on the subject of the Isthmian Canal was presented by Mr. Morgan.

House bill amendatory of the act as to receipt of United States gold coin in exchange for gold bars was reported back from the Committee on Finance by Mr. Chairman. Mr. Aldrich, and was placed on the calendar. It authorizes the Secretary of the Treasury in his judgment to remit the charge for making the bars, which, under the present law, is mandatory and makes the price of bars higher than coin. As bars are more convenient for export the effect of the new regulation will result in the shipment of bars instead of coin and the Government will save the increased cost of coinage. It will also prevent to some extent the melting down of gold coins for manufacturing purposes.

By unanimous consent Mr. Callinger secured thirty minutes for the consideration of pension bills tomorrow morning.

Mr. Tillman offered a resolution asking the President to inform the Senate as to negotiations with the Republic of Colombia in regard to the construction of a canal over the territory of Colombia between the Atlantic and Pacific oceans.

Mr. Lodge objected to the resolution as being executive business, and on his motion, the Senate went into executive session.

REVOLT AGAINST HANNA

Open Opposition to Him in the Senate Finance Committee.

Mr. Aldrich Said to Have Declared Boldly Against a Reduction of the War Tax on Beer as a Reward for the Brewers' Trust Contributions. The Republican Boss Alleged to Have Asserted That He Was Pledged to Secure a Decrease—A Report That He Has Endeavored to Enlist the Aid of the President in Forcing the Passage of the Bill.

The shelving of the Ship Subsidy bill, through the action of the Senate Steering Committee, is said to be only the beginning of Mr. Hanna's troubles, and it developed today that the Republican leaders of the Senate have come out in open revolt against the Ohioan.

The Chairman of the Republican National Committee received a painful surprise this morning. It is said that during a meeting of the Senate Committee on Finance when Mr. Aldrich, the chairman of that committee, openly announced that he would fight Mr. Hanna's attempts to have the tax on beer reduced and that he did not consider it proper on the Ohio Senator's part that the latter should play the lobbyist in the interest of a combination of brewers.

The Finance Committee met for the purpose of considering the War Revenue bill as passed by the House. Mr. Hanna, who is not a member of the committee, appeared and, it is said, informed the members that they must send the bill into the Senate with an amendment reducing the beer tax to \$1. The House having fixed it at \$1.50. He is said to have taken the whip hand in the committee room and ordered the Republican majority to fix up the reduction.

In a statement, made in an impassioned address, he is said to have informed the Administration followers that the brewers had come to the fore manfully during the recent campaign and had so materially aided the Republican National Committee as to have taken no small part in the election of Mr. McKinley and the "repudiation of cheap money and Populism." The brewers, he is reported as saying, were in ruin promised only what was due them, a fair reduction of the excessive tax on beer.

He had pledged his word, he is said to have declared, to have Congress take favorable action on the reduction of the beer tax and each Republican present could see that the reduction was only fair and honest. He had made this same plea to the members of the House Ways and Means Committee and to the Republican leaders in that body and they had done their duty in reducing the tax by ten millions, he said, to make a further reduction in justice to the brewers.

Mr. Hanna is said to have met with a rebuff from Mr. Aldrich which surprised the Ohio leader. The former is reported as declaring himself openly against any further reduction, and is reported to have informed Mr. Hanna that he would fight any such proposition. He added that he saw no reason why Mr. Hanna should attempt to influence the minds of the committee members, and that it was hardly the right thing to accept contributions from brewers with the understanding that this Congress should repay the debt. Mr. Aldrich proposed increasing the tax on beer in place of lowering it.

Mr. Spooner stated that a \$30,000,000 reduction would be enough, while the action of the House in cutting the beer tax by \$10,000,000 made the reduction \$40,000,000. The Democratic members of the committee, headed by Mr. Vest, are averse to the Hanna proposition, and hold that the scheme is merely an effort to make a present to the Brewers' Trust, which contributed liberally during the Presidential campaign.

It is now almost a certainty, say those who know that Mr. Hanna's scheme will fail, and, worse than all, the Senate proposes to restore the reduction made by the House.

Mr. Hanna is said to be greatly chagrined, and it is reported that he will see the President this afternoon and bring the revolt to the attention of the President, in the hope that he may be prevailed upon to force recalcitrant Senators into line on the matter of reducing the beer tax.

No definite action was taken on the bill in committee today and no conclusion was reached as to the question of beer tax reduction. It has been the understanding that the committee would not begin the actual consideration of the bill until after the holiday recess, but today's discussion developed a sentiment in the committee for proceeding at once with the work. A decision on the matter will be reached during the next few days, but it is probable a sub-committee will be appointed to work on the bill during the holiday recess, so that when Congress meets the first week in January, it will be ready for the action of the Senate.

COLLECTION OF JUDGMENTS.

Argument Before the House Judiciary Committee.

Capt. G. C. Cornwell, of West Chester, Pa., was before the House Judiciary Committee this morning and made an argument in support of the bill introduced by Representative Pearce to provide for the collection of judgments against municipal corporations. There is much interest taken in the bill by leading lawyers from every section of the country. It is understood the bill will be favorably reported.

Hearings on the District Bill.

Reorganization of the District Appointments Committee, having charge of the District Appropriation bill, said this morning that he will begin hearings on the District bill when the House reconvenes after the holiday recess, which will be January 3, 1901.

Shipbuilding on the Clyde.

GLASGOW, Dec. 18.—During the year 1900, 229 vessels of 494,000 tons were built on the Clyde. This output breaks all records.

Best Boards only—We sell sound.

Best Boards at \$12 per 100 sq. ft., for fences, sheds, sheathing, and small buildings. Always call first on F. Libbey & Co., at 6th & N. Y. ave.

BOOZ COURT AT WEST POINT.

Military Tribunal Greeted With Seventeen Guns.

WEST POINT, N. Y., Dec. 18.—A salute of seventeen guns boomed forth a military welcome to the Booz Court of Enquiry on their arrival here today. The members of the court arrived on the 1:07 train over the West Shore road.

Colonel Mills, accompanied by his staff and a troop of cavalry, was at the station to receive them. The members of the court will occupy quarters in the Culum Memorial during their stay at the Academy.

Sessions of the board will probably be held in Memorial Hall. Colonel Mills returns to his home in Washington on last Friday morning where he had been on business connected with the appropriations in the Military Academy bill. He also submitted his report on the alleged having of the late Oscar Booz to Secretary Root. Colonel Mills' report on the Booz case is quite a lengthy one and covers the case thoroughly.

Everything will be done by the authorities of the Academy to help the court in its investigation while here. The members of the class of 1892, of the late Oscar Booz was a member, will be the first witnesses to be examined.

This class numbered at present eighty-eight members and is now the present second class. This is the first military board of enquiry that has met here since the famous Whitaker case some years ago, who claimed his ears had been split with a razor. The board will not begin its labors here until tomorrow morning.

GOVERNOR MOUNT TO ACT

Indignant Over the Third Lynching at Booneville, Ind.

The Executive Councils the Attorney General With a View to an Investigation.

INDIANAPOLIS, Dec. 18.—Governor Mount is much exasperated over the lynching of the third Rockport negro murderer at Booneville last night. He is consulting with the Attorney General this morning with a view to at once setting on foot an investigation as to the members of the mob which was composed of the usual "best citizens."

It is highly probable he will not wait for the local authorities to act, although this had been his purpose previous to the third lynching last night. The Governor is highly incensed at the sheriff of Spencer county for failing to notify him that a mob had formed to proceed to Booneville. The Governor sent an imperative order to the sheriff at Hampton, Mo., yesterday noon, demanding immediate information as to whether he could protect the negro Rolla, arrested during the morning. The answer came that the negro had been removed to Booneville and was safe.

All thought of sending a militia company to protect the negro then left the Governor and he was much surprised when, later in the night, a message came from a private source that the Rockport mob would go to Booneville to complete the work begun Sunday night. Governor Mount quickly wired the Evansville militia company to proceed to Booneville, but before the special train could depart the mob had lynched Rolla.

There is fear here that further violence will be done in Rockport as it is reported that negroes have threatened to burn the town for revenge. Rockport citizens have organized associations which have approved the work of the mob, and announces that any attempt at law violation by negroes will meet with similar summary justice. It may become necessary for troops to be sent there to restore order.

SERVES NOTICE OF CONTEST.

General Walker Charges Judge Rhea Was Elected by Fraud.

Gen. James A. Walker today served a formal notice on Judge Rhea that he will contest his election to the Fifty-seventh Congress to the committee on the Judiciary and that the necessary papers in the case have been prepared and filed. In his notice of contest General Walker charges all kinds of fraud at the last election and claims that the ballots were illegal and were issued for the purpose of confusing his supporters. The notice closes with the following declaration: "The undersigned claims that I was not elected, that I will insist that there was no fair election and that the seat be declared vacant."

MONUMENT TO DOROTHEA DIX

Senator Hale's Resolution to Provide for Such a Testimonial.

Senator Hale introduced a joint resolution yesterday to appropriate \$10,000 for the erection of a monument to the memory of Dorothea Lynde Dix, at her birthplace at Hampton, Mo. This is upon the request of the society of the Army of the Potomac and the National Dorothea Dix Memorial Association. The resolution says that her name stands out in history as a name of philanthropy, having revolutionized the methods of treatment of the insane, and been instrumental in building more than a score of hospitals and establishing other philanthropic institutions, as well as giving her services to her country as chief of the women nurses during the civil war.

FOR A UNION DEPOT.

Representative Barney Says It Is One of the City's Needs.

"What Washington needs," said Representative Barney of Wisconsin this morning, "is a grand union depot for the railroads that enter the National Capital—a depot that would accommodate the railroads, and at the same time be an ornament to the city. Quite a number of cities have union depots, and they are a success. It would be a great convenience to strangers within the gates of the Nation, and it is the citizens of Washington would agitate the matter. I believe Congress would take some action."

New Plan for the House.

A beautiful new silk flag, with forty-five gold stars in the azure field, was placed behind Speaker Henderson's chair in the House today. The one which it replaced was presented to the House of Representatives in 1854 by the ladies of the Silk Culture Association of Philadelphia and of course had thirty-nine stars on it. The other day it was suggested that the official flag of the House should contain the requisite number of stars and Speaker Henderson ordered the purchase of a new one. The old flag having been presented to the House of Representatives it will be preserved among the archives of that body.

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DISTRICT BILLS DEBATED

House Considers the B. & P. Grade Crossings Measure.

Its Provisions Explained by Chairman Babcock—Mr. Cowherd Says It Is an Imposition Upon Government and People to Donate the Railway Company Part of the Mail.

The House of Representatives met at noon and business relating to the District of Columbia, being the special order, was taken up after the disposition of several small bills.

Mr. Babcock, Chairman of the House District Committee, moved that the House resolve itself into Committee of the Whole for the consideration of District bills on the calendar.

Mr. Moody of Massachusetts took the chair and Mr. Babcock called up Senate bill 1929, being a bill "To provide for eliminating certain grade crossings on the line of the Baltimore and Potomac Railroad Company, in the city of Washington, District of Columbia, and requiring said company to depress and elevate its tracks, and to enable it to relocate parts of its railroad therein, and for other purposes." When the clerk had proceeded through two or three pages, Mr. Babcock asked unanimous consent that when the first reading of the bill should have been completed the further reading should be omitted and that amendments might be offered to any section.

Mr. Cowherd objected. Mr. Babcock then asked unanimous consent that further reading of the bill be dispensed with. Mr. Wheeler of Kentucky objected. The first reading was completed at 12:50 o'clock.

Mr. Babcock called attention to the fact that maps had been prepared and placed before the Speaker's desk, and he moved that the committee rise and the Engineer Commissioner of the District of Columbia might come upon the floor to explain, with the aid of the maps, the changes contemplated in the bill. This motion prevailed. The Speaker of the House entered the chair, and Mr. Babcock again asked unanimous consent that Captain Beach be permitted to come upon the floor to answer questions.

Speaker Henderson caused to be read rule 24 of the Rules of the House of Representatives, prescribing who shall be admitted to the floor of the House. He held that the rule was explicit, and decided that he could not entertain the motion to grant the privileges of the floor to the Engineer Commissioner of the District of Columbia.

The House again resolved itself into Committee of the Whole with Mr. Moody of Massachusetts in the chair, and Mr. Babcock proceeded to explain the provisions of the Pennsylvania bill. The estimated cost to the railroad company would be about \$4,000,000. All the Baltimore and District Governments contributed to this sum was certain real estate. He said it was an ideal plan from an engineering standpoint.

Mr. Babcock said that for ten years the subject of eliminating grade crossings along the line of the Baltimore and Potomac Railroad and "providing enlarged terminals has been agitated in Congress and among the people of the District. The rapid increase in the Southern business of the railroads, the increasing number of troops of people who come to Washington on special occasions, and the natural growth of the city itself, all have combined to make the present terminal facilities of the Baltimore and Potomac Railroad inadequate to the needs of the city. The rapid increase in the Southern business of the railroads, the increasing number of troops of people who come to Washington on special occasions, and the natural growth of the city itself, all have combined to make the present terminal facilities of the Baltimore and Potomac Railroad inadequate to the needs of the city.

The crossing at grade of two great street railway lines and many much-used streets has been the source always of delay and apprehension, often of loss of life. The press of the city, the representative bodies of citizens, and the public generally have repeatedly and unanimously called for a change in the location of the tracks of this company, and the District committee has long been working on plans to meet a situation consistently growing more and more embarrassing.

Bills for the abolition of grade crossings in the District of Columbia had been before Congress during the entire time that he had been in Congress—that is, seven years.

Mr. Cochran of Missouri asked if Mr. Babcock desired any other American city which had made contributions of land for railroad improvements. Mr. Babcock said that according to a report made by the District Commissioner there were few cities that had not made certain railroad improvements.

Mr. Cowherd followed Mr. Babcock. He said that the bill contemplated the transfer of property of the people valued at \$2,000,000 and an appropriation of \$668,000. Mr. Cowherd said that the Baltimore and Potomac Railroad had crossed the Potomac River on a bridge built by the Government and had entered the Capital through streets for which the railroad company had never paid a cent. It had built the terminal station on Government property for which it had never paid a cent.

Mr. Babcock suggested that when the railroad first entered the city the inhabitants would have been willing to give the company right of way along Pennsylvania Avenue.

Mr. Steele suggested that the pending bill did not establish such a pernicious precedent as the fact that the railroad company already occupies land donated by the Government.

Mr. Cowherd said that the railroad company occupied five acres of public land, whereas the pending bill proposes to give the company fourteen acres in the heart of the Mall. He said that the Government had found it desirable to build for public buildings and yet the pending bill proposed to give away fourteen acres of the choice park land of the city. It would ruin the finest park in the city. He was opposed to giving or selling this land. Mr. Cowherd illustrated his comment on the bill by the maps before the Speaker's desk, and he held the close attention of all members present. He said the Pennsylvania Railroad occupied the Mall by sufferance and he thought it should be compelled to vacate the Mall and build its station to the south of the reservation.

Mr. Cowherd called attention to the fact that the bill is strenuously opposed by the Chicago Engineers' Association, and that the Chicago Engineers' Association is a body of public buildings and yet the pending bill proposed to give away fourteen acres of the choice park land of the city. It would ruin the finest park in the city. He was opposed to giving or selling this land. Mr. Cowherd illustrated his comment on the bill by the maps before the Speaker's desk, and he held the close attention of all members present. He said the Pennsylvania Railroad occupied the Mall by sufferance and he thought it should be compelled to vacate the Mall and build its station to the south of the reservation.

Mr. Babcock explained with the aid of the maps, the changes contemplated in the bill. When asked what objection there could be to removing the Pennsylvania station to a point south of the Mall, Mr. Babcock said that every citizen of the District would protest.

Mr. Babcock said that that part of the Mall used by the railroads was donated by the public, whereas Messrs. Fitzgerald of Massachusetts and Gaines asked him why, and several members answered, "Because the railroad has the Mall."

Norfolk & Washington Steamboat Co.

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INVASION OF THE BOERS.

London Disturbed by the Burghers Entering Cape Colony.

LONDON, Dec. 18.—The invasion of Cape Colony by the Boer Army, which is reported to have crossed the Orange River on Saturday at a point west of Alwal North, has caused a feeling of depression here, since it indicates a further prolongation of the war in South Africa, with a probable continuation of heavy British losses and burdensome military expenditures.

It is feared that the burghers have entered the Colony with the object of stirring the Cape Dutch to open rebellion and that they had promised of support before they forced the passage of the river. Judging from recent signs in Cape Colony, there is good reason to believe that the Dutch in that section of South Africa will offer assistance to the fighting Federalists. It is likely that in retaliation for Kitchener's war on women and children the invaders will burn the dwellings of all loyalists in the Cape path and confiscate everything belonging to them.

A vigorous effort will be made to stop the raiders. The invasion of the Colony is regarded as the most dangerous move that the Boers could make against the British. It is conceded by those familiar with the situation that if a rebellion on a large scale is started in the Colony the Boers will win the war.

The Boer column that began the invasion Saturday was 700 strong. Although the Cape Rifles and Brabant's Horse were sent to intercept them, the movement was futile. The burghers defeated the British, and drove them back with a heavy loss. According to the latest reports, the Boer column had reached Kaniadai, where less than a year ago there were several big fights between the British and the burghers.

SEARCHING FOR THE DEAD

Thirty-five Lives Lost in the Wrecked Schoolship Gneissman.

The Captain Said to Have Been Warned of the Approaching Gale—Refused Assistance.

MALAGA, Dec. 18.—The German steamer "Neve" and the Spanish gunboat "Nueva Espana" are assisting in the work of recovering bodies from the wrecked German schoolship Gneissman, which went down in the harbor Sunday.

Diving is impossible at present owing to the heavy sea which is running. Many of the crew were injured when they were thrown up on the shore were hurt in the head, and some of them show signs of insanity.

It is now known that the captain of the schoolship was warned of the approach of the gale and advised to enter the harbor, but he would not listen to the suggestion. The vessel sank in ten minutes after she struck, the water pouring in from many holes in the forward part of the hull, which had been made when she crashed on the rocks.

A Spanish sailor got close enough to throw a rope to her captain. The latter responded by throwing his sword to the sailor. The first officer clung to a piece of wood for an hour before he succumbed.

The prefect of Malaga states officially that thirty-five persons lost their lives in the wreck.

THE NOOTKODACHT DISASTER.

Fussiliers Fought With Determination Until Overwhelmed.

PRETORIA, Dec. 17.—(8:20 p. m.)—The Northumberland Fusiliers, who were captured by the Boers at Nootkoddacht, made a dogged defence against superior numbers and fought on until their ammunition was exhausted. Then they threw a rope to her captain. The latter responded by throwing his sword to the sailor. The first officer clung to a piece of wood for an hour before he succumbed.

The Boers lost heavily. They carried nine wagon loads of dead and wounded off the field.

THE POWERS INDIFFERENT.

Arbitration Proposition Withdrawn From the Swiss Council.

BERNE, Dec. 18.—Deputy Manzoni has withdrawn the proposal he made in the National Council that Switzerland should offer to mediate between Great Britain and the Transvaal, because none of the signatory powers to The Hague arbitration agreement expressed any desire that such a motion should be pressed.

BUFFETED BY A HURRICANE.

Several Steamer Passengers Injured and Much Damage Ruined.

HAMILTON, Bermuda, Dec. 18.—The steamer Trinidad arrived here today from New York after a fearful experience in a hurricane on Sunday night.

The seas boarded the steamer repeatedly and washed over her from stem to stern. The stormtroopers on the upper deck were smashed and flooded and the occupants had a narrow escape from drowning. Three of the steamer's boats were smashed, and the deck awnings, stanchions, and rails broken. Several of the passengers were injured by being thrown about. The baggage of the passengers on the state rooms on the upper deck was ruined in many cases.

A panic among the passengers was only averted through the coolness of Captain Frazer and the officers. The greatest excitement prevailed at one time when two immense waves boarded the steamer simultaneously, flooding the saloon where the passengers had taken refuge.